



## MEMORANDUM

**DATE:** March 3, 2010  
**TO:** Near Southside Plan Working Committee Members  
**FROM:** Christine Palmer, Senior Planner  
**RE:** Existing Conditions

### Planning Area Boundaries

The Near Southside is immediately southeast of Downtown and just southwest of the city of Bexley. The planning area is bound by Mooberry Street on the north, Alum Creek Drive on the east, Frebis Avenue on the south, Parsons Avenue on the west, and includes the Nationwide Children's Hospital properties west of Parsons Avenue. The area covers 1,974 acres (3 square miles).

### Summary of Findings

#### Demographics

- The population decreased 10% from 1990 to 2000.
- High housing vacancy and foreclosure rate.

#### Opportunities and Constraints

- Opportunities have been identified at underutilized sites.

#### Land Use and Zoning

- Underserved market, particularly in terms of restaurants, day-to-day necessities, entertainment options.

#### Urban Form

- The planning area is built-out for the most part.
- Underutilized storefronts, suffering from neglect.

#### Transportation

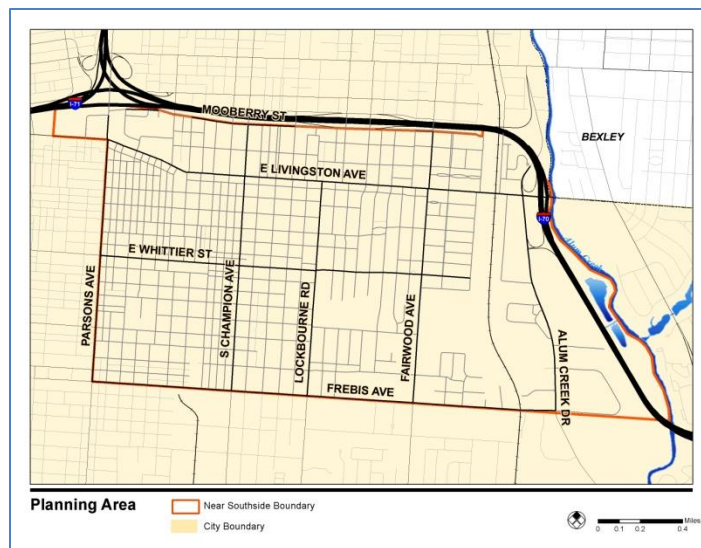
- The planning area has very good access to major freeways and there is good internal circulation.
- An improved system for internal bike and pedestrian circulation is desired.

### Demographics (2000 Census Data)

The Near Southside includes 20,734 residents and 7,551 households. The population decreased 10% from 1990 to 2000, while the number of households decreased by 5% indicating that population growth is decreasing slowly. Just over half (51%) of households own their home, slightly higher than the city as a whole which has a homeowner rate of 49%.

### Housing

The planning area is experiencing a high housing vacancy rate at 19% in comparison to the city of Columbus at 8%. Additionally the median single family sale price of a home is \$79,500, in comparison to the Columbus and the surrounding county at \$154,000. (Central Ohio United Way)



Population	1990	2000	Change	Percent Change
Total	23,071	20,734	-2,337	-10%
Male	10,638	9,716	-922	-9%
Female	12,433	11,018	-1,415	-11%
Households	7,965	7,551	-414	-5%
Ave. Household Size	2.84	1.98	-0.86	-30%
<b>Race &amp; Ethnicity</b>				
Black	14,896	14,701	-195	-1%
White	7,774	5,090	-2,684	-35%
Asian	250	196	-54	-22%
Other/Mixed Race	151	747	596	395%
<b>Age</b>				
< 14 years of age	6,220	5,684	-536	-9%
15-29 years of age	1,871	4,160	2,289	122%
30-59 years of age	8,132	7,940	-192	-2%
60+ years of age	3,565	2,950	-615	-17%
<b>Housing Occupancy</b>				
Renter Occupied	3,798	3,697	-101	-3%
Owner Occupied	4,167	3,854	-313	-8%

Source: 2000 U.S. Census

**Employment and Economic Development**

According to Reference USA there are over 650 businesses within the area with 18 different employment categories employing over 10,200 workers (employment estimated). The Health Care and Social Assistance sector had the largest percentage of businesses (52%) and employees at 86%. These numbers are attributable to Nationwide Children's Hospital.

<b>Business Types</b>		
<b>Business Sector</b>	<b>Number of Businesses</b>	<b>Percentage</b>
Health Care and Social Assistance	348	52%
Other Services	87	13%
Retail Trade	65	10%
Wholesale Trade	28	4%
Construction	23	3%
Accommodation and Food Services	21	3%
Manufacturing	16	2%
Professional, Scientific, Technical Serv.	13	2%
Real Estate and Rental and Leasing	10	2%
Educational Services	9	1%
Arts, Entertainment, and Recreation	8	1%
Transportation and Warehousing	7	1%
Admin/Support, Waste Mgt, Remediation	7	1%
Public Administration	7	1%
Information	6	.9%
Not Classified	6	.9%
Finance and Insurance	5	.8%
Agricultural, Forestry, Fishing, Hunting	1	.2%
<b>Total</b>	<b>667</b>	<b>100%</b>

<b>Employee Data</b>		
<b>Business Sector</b>	<b>Employees</b>	<b>Percentage</b>
Health Care and Social Assistance	8,794	86%
Other Services	362	4%
Retail Trade	232	2%
Educational Services	134	1%
Professional, Scientific, and Technical Services	120	1%
Not Classified	110	1%
Admin/Support, Waste Mgt, Remediation	82	.8%
Real Estate and Rental and Leasing	73	.7%
Accommodation and Food Services	53	.5%
Wholesale Trade	52	.5%
Public Administration	49	.5%
Transportation and Warehousing	42	.4%
Information	36	.4%
Finance and Insurance	33	.3%
Construction	23	.2%
Arts, Entertainment, and Recreation	20	.2%
Manufacturing	16	.2%
Agricultural, Forestry, Fishing, and Hunting	1	.01%
<b>Total</b>	<b>10,231</b>	<b>100%</b>

### **Existing Plans and Studies**

The following existing plans and studies conducted by the city of Columbus provide background detail on the planning area. This existing data and analysis will be combined with additional input during the planning process to develop the plan updated plan recommendations.

### ***A Housing Market Assessment of Columbus, OH: Neighborhood Stabilization Program (NSP)***

The *Housing Market Assessment of Columbus* provides recommendations and strategies for the allocation of funds received through the Neighborhood Stabilization Program (NSP). The intent of this study is to assist Columbus with the task of deciding where NSP funds should be spent. Neighborhoods within the Near Southside were analyzed based on economic and housing conditions, neighborhood amenities and current and proposed development. From this analysis the study defined the Near Southside neighborhoods in the following terms:

<b>NSP Neighborhood Category</b>	<b>Neighborhoods</b>	<b>Defining Characteristics</b>	<b>Broad Recovery Strategies</b>
Potential Recovery Neighborhood	Old Oaks; Southern Orchard	Moderate to low appraised value per square foot; Housing value change worse than market overall but trending up; Few properties at sheriff sale.	<ul style="list-style-type: none"><li>• Code enforcement. As a neighborhood works through a recovery period, one or two high profile properties can adversely affect what is a fragile market. Acquisition, rehabilitation and the construction of infill units should be brought on line in a strategic fashion. Capitalize on existing assets, both residential and commercial, and if an opportunity for a development of scale exists, seize upon it. Make certain that the market is prepared for housing development by addressing any outstanding infrastructure or right-of-way issues that might otherwise discourage investment. If the community shows overt signs of revitalization, efforts should shift slightly to prevent wholesale gentrification.</li><li>• A policy of inclusionary zoning could be implemented for projects over 10 units, or a land trust could be established to ensure economic diversity.</li></ul>
Distressed Neighborhood	Driving Park; Southside C.A.N	Low to moderate appraised value per square foot; Housing value change worse than market overall and trending down; Increasing vacant properties; Significant foreclosures or sheriffs sales.	<ul style="list-style-type: none"><li>• Due to the level of decline that has permeated in Distressed typology neighborhoods for generations, nearly every community development tool available could be applied.</li><li>• Code enforcement must continue to be vigilant and not let decay and blight become an acceptable condition and work to ameliorate adverse land uses to improve the future marketability of the community. Acquisition, demolition and land banking are better short-term strategies for vacant and abandoned homes. When possible, parcels should be targeted that allow for a consolidation with existing assets. This will make short to long-term uses more viable, whether for urban agriculture or future housing.</li><li>• Quality rental developments should also be pursued.</li></ul>
Destabilizing Neighborhood	Lennox Addition; Deshler Park; Fairgate/Burleigh Gardens	Moderate appraised value per square foot; Housing value change worse than market overall and trending down; Increasing vacant properties; Significant foreclosures.	<ul style="list-style-type: none"><li>• Foreclosure prevention, code enforcement and homebuyer assistance measures can be employed in Destabilizing communities.</li><li>• For parts of the geography that are already showing signs of distress, a more aggressive posture should be taken. Selective demolition can be employed to eliminate blighted structures. This land may be marketable for the construction of a new home. If not, it can be placed in the land bank for future consideration.</li><li>• Similarly, judicious acquisition and rehabilitation of housing can promote market stabilization.</li></ul>

### **Greater Parsons Avenue Vision Plan**

The *Greater Parsons Avenue Vision Plan* (2006) provides recommendations for the revitalization of the Parsons Avenue Corridor. The report identified challenges for the corridor including: serious struggles with crime, traffic, and vacant properties. The main recommendations of the plan include housing improvements, commercial investment, and economic incentives. The plan also outlined design guidelines that would serve to enhance historic structures on the Parsons Avenue corridor. The plan provides examples illustrating how urban design can serve to attract new businesses and economic development.

### **Southeast Corner of Parsons and Whittier**



Source: Greater Parsons Avenue Vision Plan

### **South Side Plan: Merion Village and Schumacher Place Amendment**

The *South Side Plan: Merion Village and Schumacher Place Amendment* (2008) provides recommendations for the revitalization of the Parsons Avenue Corridor in context with the plan for Merion Village and Schumacher Place. The key recommendations of the plan include:

- Urban Design:
  - Encourage property owners to incorporate gateway elements.
  - A consistent theme should be developed for corridors, utilizing consistent graphics, plant material and street furnishings.
  - New designs should consider the unique qualities and the dominant character of adjacent building design for new construction. Precise replication is not desirable, similar colors, materials and textures as well as repeating patterns, rhythms and proportions found within the architecture of other buildings in the area can be utilized to achieve unity.
  - Encourage the use of materials and a quality of finished work which is compatible to existing character of the neighborhoods.
  - Encourage two story or higher buildings on major road corridors in order to help “frame” the street.
  - Focus exceptional buildings with strong architectural quality at anchoring intersections and other high visibility locations. These buildings should be slightly more prominent than neighboring buildings. Special architectural corner features such as towers, turrets, and canopies are encouraged.
  - Encourage the minimization of impervious surfaces, including reduction of paved parking surfaces through shared parking arrangements and parking requirement reductions wherever feasible.
- Signage
  - Signage should utilize a compatible size, style and materials to parent structure to help it complement the given building and other streetscape elements.
  - Roof signs, larger overhanging signs or excessively large signs should be discouraged.
  - Traffic control signs should be mounted on existing utility poles whenever possible to reduce visual clutter.
  - Signage in larger scale commercial, industrial, and institutional development utilizes building signs and on-site monument ground signs that are consistent with the building architecture.
- Historic Preservation:
  - Enhance the identity of the planning area through protection of historic resources. Encourage development to sensitively incorporate preservation of historic structures.
  - Support the preservation of historic resources through public information, advocacy, and leadership within the community.
  - Consider expanding the existing National Register Historic Districts to make state and federal funds available to more residential neighborhoods, and commercial and industrial areas.
  - Investigate additional incentives to make rehabilitation and adaptive reuse more financially attractive.
- Zoning/Land Use
  - Conduct a zoning study for commercial corridors to evaluate the relationship between current commercial zoning classification and future desirable land uses (Greater Parsons Avenue Area Vision Plan).
  - Future rezoning and/or variances applications should be reviewed for consistency with the commercial and residential design standards.
  - New development should be mixed use in nature along the commercial corridors and key intersections, with a combination of retail, office, commercial, public buildings, open space, and residential uses. Mixed-use to include densities up to 20 units per acre. Project development will ensure adequate parking, landscaping and other design considerations.
  - Commercial and Mixed Uses: Mixed-use buildings with commercial/retail on lower floors and a mix of uses on upper floors are an ideal type for the commercial corridors. These areas may include higher density mixed residential and commercial and may initially include flexibility in design to allow ground floor uses to change over time e.g., ground floor space that can transition from residential to commercial use as the local demand for retail goods and services strengthens in the area.



- The unique mix of commercial and residential uses on commercial corridors should be preserved and developed through continued reinvestment, especially on Parsons Avenue. Rehabilitation of existing and development of new commercial uses that primarily serve adjacent neighborhoods should be encouraged.
- Preserve existing residential uses on commercial corridor wherever feasible (Greater Parsons Avenue Area Vision Plan).
- Repopulate the commercial corridors like Parsons Avenue and Livingston Avenue with an eclectic mix of ethnic restaurants, retail, offices, art related uses and some residential uses (Greater Parsons Avenue Area Vision Plan).
- Gateway Location- Parsons and Livingston Avenues: This area has the strongest immediate market strength, and will probably require only a few targeted investments to stimulate revitalization. Market strength will be augmented during Nationwide Children's Hospital expansion. This area has potential to be the epicenter for a wide variety of ethnic dining, entertainment and shopping experiences.



Proposal of Parsons Avenue store front before.



Proposal of Parsons Avenue store front after. (Illustrations by Urban Designer Corrin Wendell.)

- Transportation
  - The primary road corridors (Parsons and Livingston) require physical enhancements to not only accommodate auto demands, but as "complete streets" that function for autos, pedestrians, and bicyclists.
  - Crosswalk improvements are needed on Parsons and Livingston Avenues near the Post Office and Library.
  - The number of curb cuts along Parsons Avenue should be kept to a minimum. Consider providing the crosswalks at major signalized intersections and delineating with an alternative pavement material, such as striping, brick or textured/colored pavement.
  - Adequate, not excessive, amounts of parking should be provided for new development. Encourage the minimization of paved parking surfaces through shared parking arrangements and parking requirement reductions wherever feasible. Wherever possible, consider on-street parking along street frontages.
  - Structured parking should be considered for higher density or mixed use projects, with first floor space for retail or office space and screened with residential uses (e.g. Gateway parking garage). Parking lot screening and landscaping should follow UCO guidelines in order to achieve quality design standards.
  - Consider the incorporation of pedestrian refuge islands, pedestrian friendly turn radii, bump outs, enhanced crosswalks, plantings, etc for future improvements.
  - Provide on-street parking whenever possible.
  - Minimize the curb cuts along the corridors to maximize pedestrian use on sidewalks.
  - When driveway curb cuts are unavoidable, they should be clearly marked for the pedestrians and motorists.
  - Consider utilizing brick or material that imitates the look of brick for cross walks and changes in hardscape.
- Economic Development
  - Neighborhood Commercial Manager (NCM) Office Greater Parsons Avenue Area Vision Plan recommends creation of a Neighborhood Commercial Manager Office. The NCM should include a manager and a board of directors. The manager and board would function in much the same way as a mall manager would. Both would be responsible for unified management of the length of Parsons Avenue. The NCM would coordinate activities with community groups and the Parsons Avenue Merchant's Association (PAMA).
  - Develop a hotel to complement large employment centers around the planning area.
  - Establish proportional limits of various uses to recruit. When that limit is met or exceeded, establish equilibrium with other uses. For example, franchise restaurants might be limited to 25% of all active businesses, or of any one category of use (Source: Greater Parsons Avenue Area Vision Plan).
  - Encourage creative small businesses and restaurant services on Parsons Avenue to complement the redevelopment projects at Barrett Middle School and Beck Street School.
  - Develop a branding theme that ties the gateways together.

### **Near Southside Plan**

The following are recommendations from the 1997 *Near Southside Plan*. The Near Southside Working Committee will review these recommendations with Planning Staff to determine which recommendations should be included in the updated plan. The Near Southside community will review the existing recommendations at the first Public Workshop.

<b>Near Southside Plan (1997) Recommendation</b>	<b>Staff Comments</b>
<b>Land Use</b>	
Rezone Areas: - Area bounded by Mooberry Street on the north, Fairwood Avenue on the east, Gault Street on the south, and Bedford Avenue on the west - Are bounded by Mooberry Street on the north, first alley east of Oakwood Avenue on the east, first alley south of Newton Street on the south, and Carpenter Street on the west	Completed
Encourage shared parking	Include in 2010 plan
Encourage commercial development of vacant lots/buildings	The land use plan map will address where commercial uses should be located, but the plan cannot address type of commercial uses
Concentrate commercial development in contiguous locations along Livingston Avenue, Parsons Avenue, Frebis Avenue, Whittier Street, and Lockbourne Road.	Include in 2010 plan
Maintain an appropriate mix of land uses in all neighborhoods	Include in 2010 plan
Require compatibility of adjacent land use	Include in 2010 plan
Encourage industries that will provide employment opportunities to residents of surrounding neighborhoods	Include in 2010 plan
Encourage the conversion of apartment complexes on Lilley Ave to housing for senior citizens should they become available	
- Encourage relocation of manufacturing uses, particularly those that emit or have as an integral part of their operation – noise, odor, truck traffic, and/or hazardous materials, along Alum Creek Drive and Frebis Avenue east of Burstock Place - Encourage manufacturing uses in residential neighborhoods to incorporate the following buffering standards: - Screen loading facilities, refuse containers, material storage areas - Screen parking areas to provide safe, visual access. All parking areas adjacent to arterials and residential areas have headlight screening - Encourage screening between residential and industrial land uses	- Address appropriate land use and buffering/screening of new manufacturing development based on Planning Division standards - to be included in 2010 plan - Economic Development staff does not support the inclusion of the recommendation: “Encourage relocation of manufacturing use....”
<b>Urban Design</b>	
Establish guidelines for maintaining the residential and historic character of neighborhoods impacted by new and/or expanding institutions and industries.	Urban design guidelines will be included in the 2010 plan.
Urban Village: self-contained community with places to live, work, shop and attend school – establish this in Driving Park. Livingston Avenue should be focal point for community.	2010 plan will encourage a mix of uses
Preserve Livingston Avenue School	Demolished
Rehabilitate vacant/poorly maintained residential structures	
Acquire tax delinquent properties for possible residential and commercial development	Land Bank activities
Enhance the visual quality of the surrounding physical environment	Include in 2010 plan
Move historic structures threatened by redevelopment into designated conservation districts as infill housing	In terms of historic preservation it is preferable to do onsite repair/rehab of a structure. Moving a historic structure should be

	the last resort and done on a case by case basis.
<p>Identify and map resources that meet historic criteria and are in good condition or have rehabilitation potential. Community residents and groups should work with the Columbus Historic Preservation Office staff to seek historic designation for the following sites:</p> <ul style="list-style-type: none"> <li>- Livingston Avenue School [has since been rebuilt]</li> <li>- Heyl Avenue School</li> <li>- South High School</li> <li>- Bid-A-Wee Park Avenue</li> <li>- Area bounded by Livingston Avenue on the north, Rhoads Avenue on the east, Whittier Street on the south, and Fairwood Avenue on the west</li> </ul>	<p>Include in 2010 plan. A community initiative – Historic Preservation Office staff will provide assistance.</p>
<p>Residents and community organizations should work with the Columbus Historic Preservation Office to identify areas in which a significant number of historic structures exist and seek to establish these areas as conservation districts.</p> <ul style="list-style-type: none"> <li>- Driving Park area</li> <li>- Ohio Avenue between Sycamore Street and Whittier Street</li> </ul>	<p>Include in 2010 plan, reword to read: Areas with unique features should be considered for Conservation Neighborhood Areas as a means to maintain their character. In addition to others, the following areas should be considered:</p> <ul style="list-style-type: none"> <li>- Driving Park area</li> <li>- Ohio Avenue between Sycamore Street and Whittier Street</li> </ul> <p><b>**Note:</b> the city has approved developing pilot projects for 1 to 3 sites, however this has been put on hold pending the availability of staffing resources.</p>
Establish features to distinguish different neighborhoods in the planning area	Include in 2010 plan
Explore option of planting trees on private property in northwestern portion of the planning area – narrow right-of-way exists in this area	Include in 2010 plan
Encourage development/redevelopment of residential districts at or below medium density (below 17.4 dwelling units per acre)	Develop density recommendations with Working Committee
<p>Encourage pedestrian oriented development:</p> <ul style="list-style-type: none"> <li>- Provide pedestrian scale street lighting and street furniture</li> <li>- Vest pocket areas</li> <li>- Trees along transportation corridors</li> <li>- All wiring should be located underground</li> </ul>	Encourage new development to locate utilities underground. Mass conversion of above ground utilities to underground is cost prohibitive
<ul style="list-style-type: none"> <li>- Encourage signage that enhances aesthetic appeal of the neighborhood.</li> <li>- Promote signage that is readable, appropriate to zoning districts and roadway characteristics, compatible with surroundings, and properly constructed, installed, maintained and removed (once obsolete)</li> </ul>	Include in 2010 Plan
<p>Encourage special design criteria for the I-70 corridor that include:</p> <ul style="list-style-type: none"> <li>- Landscape banks with high level, low maintenance vegetation</li> <li>- Provide pedestrian-friendly underpass, use adequate levels of lighting and creative designs</li> <li>- Encourage treatment along I-70 to be similar to the treatment in the north side which was designed by the Neighborhood Design Center</li> </ul>	
Explore possibility of a continuous landscaping urban design plan for the area	
Encourage large setbacks for building and parking which allows for the possibility of landscape in the walkway/bikeway	Include text in 2010 plan that encourages landscaping in front of buildings – possibly with use of planters
Establish pedestrian system that links parks, schools, and concentrating of commerce	

and housing – reinforced by lighting and landscaping	
Monitor the Division of Electricity's street lighting master plan for the city to identify appropriate lighting standards for various Near Southside neighborhood prototypes	
Upgrade alleys through improving alley parking, lighting, refuse storage, surfacing, and landscaping	Resurfacing and lighting requests should be made to the 311 System; Code Enforcement Issue
<b>Transportation</b>	
Pedestrian access is given priority and attention	Include in 2010 plan
Development is accessible by transit	Include in 2010 plan
Bicycle access is accommodated	Include in 2010 plan
Provide a bikeway connection from Driving to Wolfe and Franklin parks	Nothing has been identified in the Master Bikeways Plan
Explore creation of system of bikeways connecting parks, schools, and other institutions	Include in 2010 plan
<ul style="list-style-type: none"> <li>- Provide bikeway along Alum Creek Drive connecting residential areas, west of the railroad, to employment centers and DeVry Institute located along Alum Creek Drive</li> <li>- Construct bike lanes on Alum Creek Drive between Frebis Avenue and Williams Road</li> <li>- Establish a green space system that integrates bikeways into this system</li> </ul>	
Provide east-west connection from the Alum Creek Bike Path to residential areas	
Provide a river crossing to the east for the bike path	Included in the Bikeways Master Plan
Examine bicycle parking facilities and propose improvements	2010 plan will include recommendations for new development to accommodate bike parking
Develop design guidelines that foster a sense of community and improve the level of safety for pedestrians.	Include in 2010 plan
Turn lane at Alum Creek and Livingston Avenue	Completed
Turn lane at Whittier Street and Parsons Avenue	Parsons Avenue Corridor Traffic Study
Turn lane at Linwood Avenue and Whittier Street	Pavement is wide enough, but parking must be removed
Turn lane at Wilson Avenue and Whittier Street	Pavement is wide enough, but parking must be removed
Turn lane at Oakwood Avenue and Whittier Street	Pavement is wide enough, but parking must be removed
Construct a center turning lane on Parsons Avenue from I-70 to Frebis Avenue	Parsons Avenue Corridor Traffic Study
Construct a center turning lane on Livingston Avenue from Alum Creek Drive to Parsons Avenue	Transportation would need to look into this closer, no initial indication in how this would be accomplished
Six lanes under I-70 on Livingston Avenue east of Nelson Road to extend turn lanes at the I-70 westbound on-ramp and Alum Creek Drive	Completed in the 90's
Construct a westbound turn lane and a northbound turn lane at Livingston Avenue and Lockbourne Road.	Group 9, signal done; roadway in limbo



Study traffic signals on Livingston Avenue between Rhoads Avenue and Nelson road to determine if the traffic signal on the west side of the railroad tracks could be relocated to Rhoads avenue south of Livingston Avenue	Transportation does not support this recommendation
Install and upgrade traffic signals on Parsons Avenue, Whittier Street, Frebis Avenue, and Lockbourne Road as needs become know and funds become available	Parsons Avenue Corridor Traffic Study
Make improvements to streets in need of repair, improvement, and/or reconstruction throughout the Near Southside planning area	The 2010 plan will not address immediate needs such as road maintenance
Construct curbs and gutters: - Whittier between Lockbourne Road and Bulen Avenue - West side of Rhoads Avenue between Whittier Street and Livingston Avenue	
Identify capital improvements and other funds that may be used for street improvements in the planning area	Include in 2010 plan
Monitor intersections in the planning area to identify problem areas and make improvements	This is a function of everyday operations for Transportation
Construct sidewalks and curbs as needed along Alum Creek Drive between Livingston and Frebis Avenues	Transportation's SafeWalks Program has identified this stretch for sidewalks
Construct sidewalks and curbs as needed along Lockbourne Road between Livingston and Frebis avenues	Sidewalks/curbs have been constructed
Construct sidewalks and curbs as needed along Whittier Street between Parsons and Fairwood avenues	Transportation's SafeWalks Program has identified portions of this stretch for sidewalks
Construct sidewalks and curbs as needed along Livingston Avenue between Rhoads Avenue and I-70 to the exit ramp	Done (Sidewalks are currently present where pedestrians are permitted to cross)
Construct sidewalks and curbs as needed along west side of Fairwood Avenue between Deshler and Frebis avenues	Transportation's SafeWalks Program has identified portions of this stretch for sidewalks
Construct sidewalks and curbs as needed along Frebis Avenue between Parsons Avenue and Alum Creek Drive	Done
Construct sidewalks on Stone Avenue between Eighteenth and Gilbert streets	
Prioritize installation of sidewalks on Deshler Avenue	
Prioritize installation of sidewalks on Newton Street/Gault Street	
Prioritize installation of sidewalks on Columbus Street	
Prioritize installation of sidewalks on Gates Street	
Provide a crosswalk for Deshler Elementary School between Miller and Ellsworth avenues	There is a crosswalk at Miller Avenue – Deshler ES may close
- Extend Whittier Avenue bus route to continue east to Fairwood Avenue, north to Livingston Avenue, east to Rhoads Avenue, south to Whittier Street, and west back to the Whittier and Seymour avenues bust stop; - Add bus service on Fairwood Avenue and Alum Creek Drive that transports residents of the Near Southside to downtown Columbus and employment centers throughout the Columbus area; - Increase the number of bus trips being made in the Near Southside planning area during the morning and afternoon peak hours	Out of scope of 2010 plan. COTA's jurisdiction
Construct passenger shelters where appropriate along Parsons Avenue, Livingston Avenue, Whittier Street, and Frebis Avenue	Out of scope of 2010 plan. COTA's jurisdiction
Work with Ohio Department of Transportation and Division of Engineering and Construction to determine the most effective way to reduce the noise heard by residents living along Mooberry Street between 18 <sup>th</sup> Avenue and Nelson Road	Outside scope of plan
- Establish criteria for selection of traffic control locations and designs - Select pilot streets (Deshler, Newton, and Columbus) as candidates for traffic control	Transportation Mobility Plan

locations and design mechanisms	
<b>Recreation &amp; Parks</b>	
Acquire additional parkland through donations or purchase as opportunities present themselves to meet the City of Columbus goal of 5.5 acres of parkland for each 1,000 persons	Addressed by parkland dedication ordinance
Establish a multi-generational center in the planning area when warranted by need and population characteristics	Incorporate in recommendation to "Develop Recreation Plan for the area"
Make improvements to the Martin Park site, to meet the needs of area residents	Incorporate in recommendation to "Develop Recreation Plan for the area"
Develop pedestrian connections to link neighborhoods with park and recreation facilities	Incorporate in recommendation to "Develop Recreation Plan for the area"
Conduct feasibility study to determine the most appropriate locations for future parks and recreation facilities	Incorporate in recommendation to "Develop Recreation Plan for the area"
Encourage land owners to donate or set aside land required for park and recreation facilities to the Recreation and Parks Dept	Addressed by parkland dedication ordinance
Prioritize Near Southside recreation and parkland improvement projects	Incorporate in recommendation to "Develop Recreation Plan for the area"
Include Near Southside priority improvements projects (recreation and parks) in the Capital Improvements Program (CIP) and provide funding through a future bond package	Tool to fund projects
Expand Driving Park Recreation Center south and east to allow for expansion of gymnasium, weight room, game room, auditorium, additional meeting rooms, and art room.	
<b>Infrastructure</b>	
Install lighting in alleys whenever possible	Lighting requests should be made through the city's 311 System
Install additional and/or provide street lighting: <ul style="list-style-type: none"> <li>- Major residential streets including: 22nd Street, Ohio Avenue, Champion Avenue, and Wilson Avenue;</li> <li>- Pedestrian lighting on Parsons Avenue at Beck, Forest, Columbus, and Kossuth streets</li> <li>- On Livingston at Champion, Kelton, and Lilley avenues</li> <li>- Lighting around school and parks</li> </ul>	Lighting requests should be made through the city's 311 System
<b>Other</b>	
Encourage institutions and industries to develop a master plan in conjunction with the city and community	Outside the 2010 plan's scope.
Provide technical and financial support to assist in the revitalization of neighborhoods and activity centers in all parts of the city	Livingston Ave no longer in NCR district. Parsons Ave is in NCR district. General loans and tax abatements are available.
Encourage maintenance and/or provision of infrastructure, parks, and other services in coordination with revitalization efforts in an area	
Encourage preservation and rehabilitation of buildings over demolition by establishing procedures for handling nuisance abatement cases	Out of scope of 2010 plan
Provide amenity improvements to industrial areas	Not specific, what are the current needs?

Protect existing neighborhoods from significant noise odor, traffic, and other negative impacts by providing appropriate barriers	Screening/buffering in 2010 plan
Pursue programs of land banking and land assembly	2010 Plan will identify key development opportunity sites targeted toward the private sector. 1997 Plan targeted Columbus Urban Growth, which no longer exists, for land assembly; Check with Land Redevelopment
Provide financial incentive if necessary (industrial); provide additional incentives to industries that will provide a substantial employment base for the city	Available city incentives will be included in 2010 plan
Identify/distribute information on public and private programs that provide financial assistance to individuals and families seeking home ownership opportunities; Assist with upgrading the housing stock using programs offering rehab, grants, low-interest loans, various tax incentives and other means of funding that support private and housing agencies; Encourage private financial institutions to assist homeowners in upgrading the housing stock through the provision of low interest loans and financial counseling; Provide property maintenance workshops for homeowners and landlords; Develop a homeowner maintenance program for necessary large home repair projects, whereby a portion of a mortgage payment is deposited in a escrow account	Out of scope of 2010 plan – activities performed by the Housing Division
Develop a housing resource information center at the Driving Park Office and the Livingston Park Neighborhood Improvement Assoc. Office: info on home selections, rehab, purchase, and financial assistance; Provide pre-purchase info to 1 <sup>st</sup> time homebuyers and housing counseling after purchases; Develop quarterly lecture and advice series on housing issues, with a special focus on home ownership	Out of scope of 2010 plan
Utilize the city's Land Reutilization Program as a means of providing opportunities for residents to purchase a home	
Encourage Habitat for Humanity to recruit Near Southside area residents for its home ownership program; Encourage Habitat for Humanity to engage in single family home rehab	
Improve livability in residential areas by improving maintenance, correcting code violations, and undertaking long-term prevention measures	As a long term plan, the 2010 plan cannot address immediate needs such as neighborhood services or code enforcement
Work with the elderly population and service providers to target financial support for the elderly homeowners and to enhance existing home maintenance and repair programs such as CHORES	Out of scope of 2010 plan.
Develop a housing assistance service plan to guide a coordinated comprehensive outreach effort to help the elderly meet their housing needs	Out of scope of 2010 plan.
Encourage residents to take advantage of educational and job training programs available through the Private Industry Council, Columbus Urban League, and St. John Learning Center	Out of scope of 2010 plan
Form an ad hoc committee to develop a multifaceted employment program for residents that focuses on interview techniques and skills	Out of scope of 2010 plan
Develop an employment consortium with major employers in the Near Southside including such organizations as Children's Hospital, and the Techneglas Company to develop training, provide jobs, and ongoing support service for area residents	Out of scope of 2010 plan
Facilitate and support business associations for primary business districts including Livingston Avenue, Parsons Avenue, Alum Creek Drive, Frebis Avenue, and Whittier Streets	Out of scope of 2010 plan
Through area business associations, provide and encourage businesses to utilize public and private programs designed to assist with business growth and expansion	Available city incentives will be included in 2010 plan
Design an incubator program in the planning area that addresses the space and support service needs of new businesses. Help the incubator to recruit tenants through	

coordinated community outreach program and to secure public and private funding	
<p>Seek out investors and encourage the development of one or more of the following along Parsons Avenue: off-price clothing stores, grocery/drug combo store, deep discount drug store, second run cinema, fast food chain, family restaurant, camping/fishing/hiking supplies, bowling alley/video arcade, auto supply store, hardware store, coffee shop, weight control center music/video store, children's apparel, or crafts store;</p> <p>Encourage the development of one of the following in the Driving Park Business District include fast food/family restaurant, ice cream stand, video store, banks, hardware store, auto parts store, discount shoe chain, second hand children's/maternity shop</p>	
<ul style="list-style-type: none"> <li>- Identify, monitor, and discourage youths and young adults from participating in gang activity</li> <li>- Develop at-risk program for young adults and youths that provides teaching and training to participants on developing positive self-images, handling peer pressure, and taking responsibility for their actions</li> <li>- Sponsor and develop basketball, baseball, softball, and soccer leagues for youths and young adults as an alternative to participating in gangs</li> <li>- Provide training for school-aged individuals to discourage them from becoming involved in gangs</li> <li>- Provide training to community residents through the Police Division on how to identify gangs and gang-related behaviors</li> <li>- Encourage the establishment of additional block watches in all neighborhoods as a means of discouraging gang activity and other criminal activity in the area</li> <li>- Develop a crime patrol made up of neighborhood residents to monitor locations where drug sales and distribution are occurring and report to Columbus Police or other appropriate law enforcement agency, when appropriate</li> <li>- Identify and report to Columbus Police illegal drug operations and individuals involved in the distribution of drugs</li> <li>- Conduct public workshops in coordination with police officials to discuss and evaluate programs aimed at providing neighborhood safety. Ex: neighborhood block watch program</li> <li>- Assign additional cruiser districts to the planning area as warranted by increases in crime</li> <li>- Assign police officers to foot patrol duty in the planning area</li> <li>- Report all crimes to Police Division</li> <li>- Monitor police response times to determine if the City's response time goals are being met in the planning area</li> </ul>	The 2010 plan does not address safety or recreational programming
<ul style="list-style-type: none"> <li>- Encourage human/social service agencies to include the Near Southside within their service boundaries</li> <li>- Develop an information package to distribute to community residents, especially senior citizens, on available human/social services programs/activities</li> <li>- Inventory human/social services available to community residents once a year to determine if and where gaps in services exist</li> </ul>	The 2010 plan will not address immediate needs such as community services
<ul style="list-style-type: none"> <li>- Encourage residents/businesses to place garbage inside dumpsters/trash cans</li> <li>- Conduct community-wide clean up</li> <li>- Develop a trash patrol</li> <li>- Monitor/record frequency of trash pick-ups and conditions of alleyways</li> <li>- Replace 300 gallon trash containers with smaller 90 gallon containers where appropriate</li> <li>- Better place and group 300 gallon trash containers</li> </ul>	The 2010 plan will not address immediate needs such as community services or code violations
Form new or adjust civic association boundaries	Out of scope of 2010 plan

Columbus Public Health Healthy Places program is conducted walkability studies in the Deshler Park, Driving Park, and Southside CAN in 2009. The audits performed the following: 1) identified positive places to walk in their neighborhood; 2) inventoried barriers to pedestrians and bikers; and 3) identified neighborhood destinations. The following are the comments from the studies:

- 
- The map displays a street grid in the Near Southside area. A red dashed line runs vertically along Parsons Avenue, indicating the NCR Area. A red square legend in the bottom right corner identifies this area. The map includes the following streets:
- Vertical Streets (from left to right):** KENNEDY DR, PARSONS AVE, WAGNER ST, ANN ST, S 17TH ST, S 18TH ST, S 19TH ST, S 20TH ST, S 21ST ST, S 22ND ST, S 23RD ST, S 24TH ST, S 25TH ST, S 26TH ST, S 27TH ST, S 28TH ST, S 29TH ST, S 30TH ST, S 31ST ST, S 32ND ST, S 33RD ST, S 34TH ST, S 35TH ST, S 36TH ST, S 37TH ST, S 38TH ST, S 39TH ST, S 40TH ST, S 41ST ST, S 42ND ST, S 43RD ST, S 44TH ST, S 45TH ST, S 46TH ST, S 47TH ST, S 48TH ST, S 49TH ST, S 50TH ST, S 51ST ST, S 52ND ST, S 53RD ST, S 54TH ST, S 55TH ST, S 56TH ST, S 57TH ST, S 58TH ST, S 59TH ST, S 60TH ST, S 61ST ST, S 62ND ST, S 63RD ST, S 64TH ST, S 65TH ST, S 66TH ST, S 67TH ST, S 68TH ST, S 69TH ST, S 70TH ST, S 71ST ST, S 72ND ST, S 73RD ST, S 74TH ST, S 75TH ST, S 76TH ST, S 77TH ST, S 78TH ST, S 79TH ST, S 80TH ST, S 81ST ST, S 82ND ST, S 83RD ST, S 84TH ST, S 85TH ST, S 86TH ST, S 87TH ST, S 88TH ST, S 89TH ST, S 90TH ST, S 91ST ST, S 92ND ST, S 93RD ST, S 94TH ST, S 95TH ST, S 96TH ST, S 97TH ST, S 98TH ST, S 99TH ST, S 100TH ST.
  - Horizontal Streets (from top to bottom):** RAYMOND ST, CHILDRENS DR, E BECK ST, E DRINKLEY, E POTOMAC, E HOPKIN, E HAYWARD, E SYCAMORE ST, E FOREST ST, E WAGNER ST, E KOSKUTH ST, E STANLEY AVE, E WHITTIER ST, E REINHARD AVE, E STEWART AVE, E SIEBERT ST, E HEYL AVE, E THURMAN AVE, E MITHOFF ST, E GATES ST, E HANFORD ST, E S 22ND ST, E S 23RD ST, E S 24TH ST, E S 25TH ST, E S 26TH ST, E S 27TH ST, E S 28TH ST, E S 29TH ST, E S 30TH ST, E S 31ST ST, E S 32ND ST, E S 33RD ST, E S 34TH ST, E S 35TH ST, E S 36TH ST, E S 37TH ST, E S 38TH ST, E S 39TH ST, E S 40TH ST, E S 41ST ST, E S 42ND ST, E S 43RD ST, E S 44TH ST, E S 45TH ST, E S 46TH ST, E S 47TH ST, E S 48TH ST, E S 49TH ST, E S 50TH ST, E S 51ST ST, E S 52ND ST, E S 53RD ST, E S 54TH ST, E S 55TH ST, E S 56TH ST, E S 57TH ST, E S 58TH ST, E S 59TH ST, E S 60TH ST, E S 61ST ST, E S 62ND ST, E S 63RD ST, E S 64TH ST, E S 65TH ST, E S 66TH ST, E S 67TH ST, E S 68TH ST, E S 69TH ST, E S 70TH ST, E S 71ST ST, E S 72ND ST, E S 73RD ST, E S 74TH ST, E S 75TH ST, E S 76TH ST, E S 77TH ST, E S 78TH ST, E S 79TH ST, E S 80TH ST, E S 81ST ST, E S 82ND ST, E S 83RD ST, E S 84TH ST, E S 85TH ST, E S 86TH ST, E S 87TH ST, E S 88TH ST, E S 89TH ST, E S 90TH ST, E S 91ST ST, E S 92ND ST, E S 93RD ST, E S 94TH ST, E S 95TH ST, E S 96TH ST, E S 97TH ST, E S 98TH ST, E S 99TH ST, E S 100TH ST.
- A red square legend in the bottom right corner indicates the NCR Area.

## Neighborhood Commercial Revitalization Program (NCR)

g  
and  
families  
Residents  
Avenue

Proposed West Campus – 2012

Nationwide Children's Hospital

Nationwide Children's Hospital is currently working on with an \$800 million expansion project, which includes a new \$480 million main hospital and a performance space with a theater. The new hospital, scheduled to open in 2012, will have all private rooms, a new emergency department and several family lounge areas. Surrounding neighborhood investment by the hospital includes: \$5 million to buy and renovate 50 houses in the area, extend medical care to children and families who live nearby, offering GED courses and other programs to help residents get hospital jobs, and participate in mentoring programs at Livingston Avenue Elementary School.

Nationwide Children's Planned Construction Projects  
(Source: nationwidechildrens.org)



## City of Columbus Neighborhood Stabilization Program (NSP)

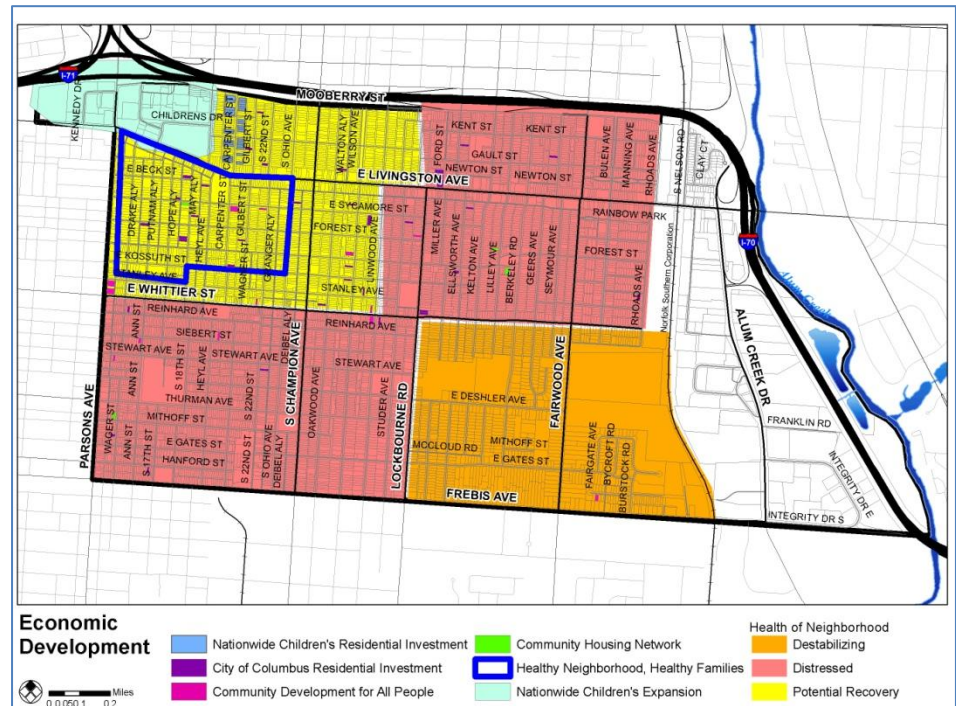
Through the federal NSP funds the city is working with nonprofit groups to renovate and sell homes in sections of the Near Southside ravaged by foreclosures and vacant housing.

## Community Development for All People

Community Development For All People (CD4AP) and the City's Home Again program are partnering with Nationwide Children's Hospital to focus on housing. The hospital has committed seed money to renovate and sell homes as a part of this initiative. This new housing effort will also provide home buyer assistance and education, a foreclosure reduction program and a home improvement incentives program for existing home owners.

## Nationwide Children's Hospital – Healthy Neighborhood, Healthy Families

Nationwide Children's Hospital has partnered with the City of Columbus to developing the Healthy Neighborhoods, Healthy Families (HNHF) program to make the neighborhood that surrounds their campus a healthy and safe environment for everyone. HNHF is focused on creating tangible outcomes through a broad based effort that is responsive to the needs and desires of the community. It will build on existing efforts by targeting neighborhoods in the area around the new Livingston Avenue Elementary School, Nationwide Children's Hospital and current South Side housing improvement efforts. Affordable housing is one of five components identified by HNHF as an integral part to strengthening neighborhoods and creating the best environment to support families. The other four components are education, health and wellness, safe and accessible neighborhoods, and workforce/economic development.



## Community Housing Partnership

Community Development for All People has teamed up with Nationwide Children's Hospital to form The Healthy Neighborhoods, Healthy Families (HNHF) Realty Collaborative with the intent to rehabilitate or repair homes within a 28 block area to the immediate south and east of the Hospital's main campus. In addition CHP has collaborated with Nationwide Children's Hospital to develop an employee Assisted Housing Program. This benefit provides financial assistance for first time home buyers to purchase a home within Franklin County. As well, CHP is working with the city in implementing Neighborhood Stabilization Program funds to improving housing in the Near Southside.

## United Way of Central Ohio

The United Way of Central Ohio has identified the area as one of five target neighborhoods in which they will provide substantial investment for revitalization efforts. United Ways goals are to reduce crime by 30% in the five priority neighborhoods and to reduce vacant and abandoned housing by one-third.

## Land Use & Zoning

### Land Use

Single family residential uses make up the highest land use category at 46%. Institutions are the second highest percentage of land use at 11%, followed by two-three family residential at 8%, warehouse distribution at 7%, and both community commercial and parks at 5%.

The Near Southside's existing land use is predominantly single family residential. Multifamily is only a small percentage of the housing stock. Multifamily is dispersed throughout the area. Although commercial properties are found in many of the Near Southside's neighborhoods, the highest concentrations are on Livingston and Parsons avenues. The eastern portion of the planning area (east of the Norfolk Southern railroad tracks), is predominantly light industrial and warehouse distribution.

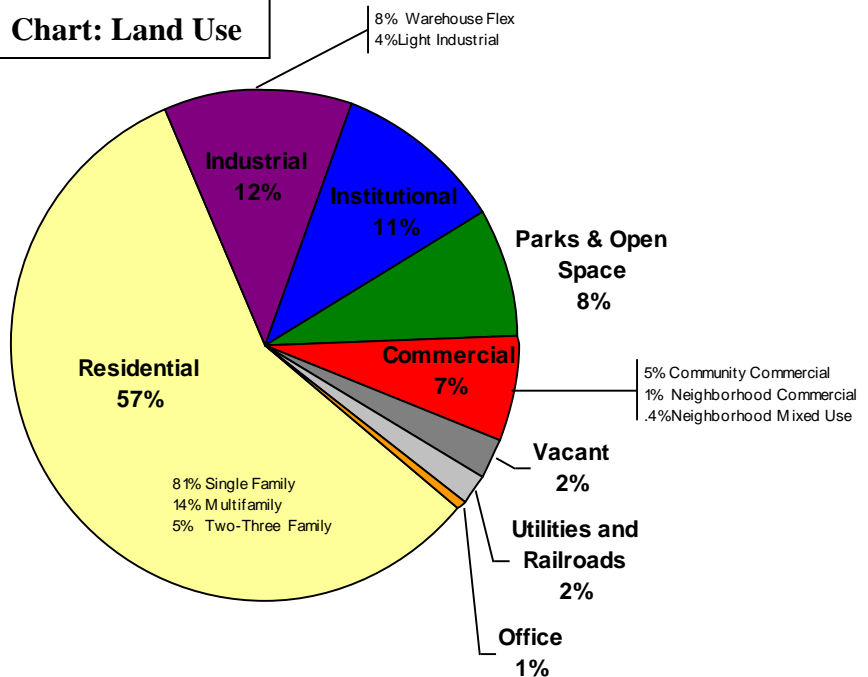


## Existing Land Use

Land Use	Acres	%
Single Family	674	46%
Institutional	162	11%
Two-Three Family	125	8%
Warehouse Flex	119	9%
Warehouse Distribution	102	7%
Commercial (Community)	77	5%
Parks	75	5%
Multifamily	55	4%
Industrial (Light)	54	4%
Open Space	45	3%
Vacant	34	2%
Utilities and Railroads	30	2%
Commercial (Neighborhood)	16	1%
Office	9	1%
Mixed Use (Neighborhood)	6	.4%
<b>Total</b>	<b>1,480</b>	<b>100%</b>

\*All figures are approximate and were compiled based on data from the Franklin County Auditor's Office.

Chart: Land Use



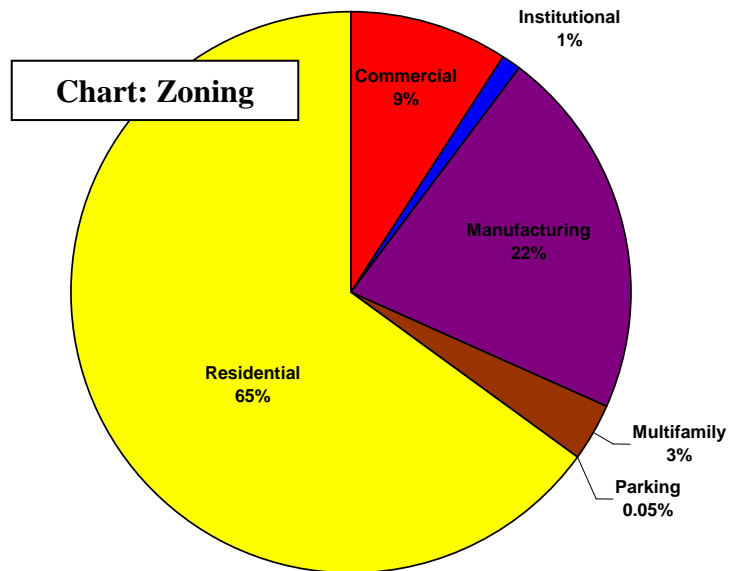
## Existing Zoning Pattern

Similar to existing land use, the majority of the area is zoned residential. Multifamily zoning is located along Whittier Street and Livingston Avenue. The largest multifamily zoning is located just west of the Norfolk Southern railroad tracks in what is currently Driving Park and Recreation Center. Approximately 22% of the planning area is zoned manufacturing. Manufactured zoning is primarily located east of the Norfolk Southern railroad tracks.

Zoning classifications for individual neighborhoods vary throughout the planning area. The residential district east of Nationwide Children's Hospital is zoned R-3 residential, designating the neighborhood for single family units. Further east the homes between Berkeley Road and Fairwood Avenue are zoned R-2F residential (one and two-family homes). Homes east of Fairwood Avenue are zoned for R-4 residential (one to four-family homes) and R-3 residential. The Southern Orchards neighborhood is zoned R-2F. The Driving Park neighborhood south of Livingston Avenue is largely zoned for R-3 and R-4 residential. The southwest portion of the planning area is mostly zoned R-4 residential. On the east side of Lockbourne Road, south of Whittier Street homes are mostly zoned for R-2 residential, permitting single family dwelling units with a minimum 720 square feet floor area for living quarters.

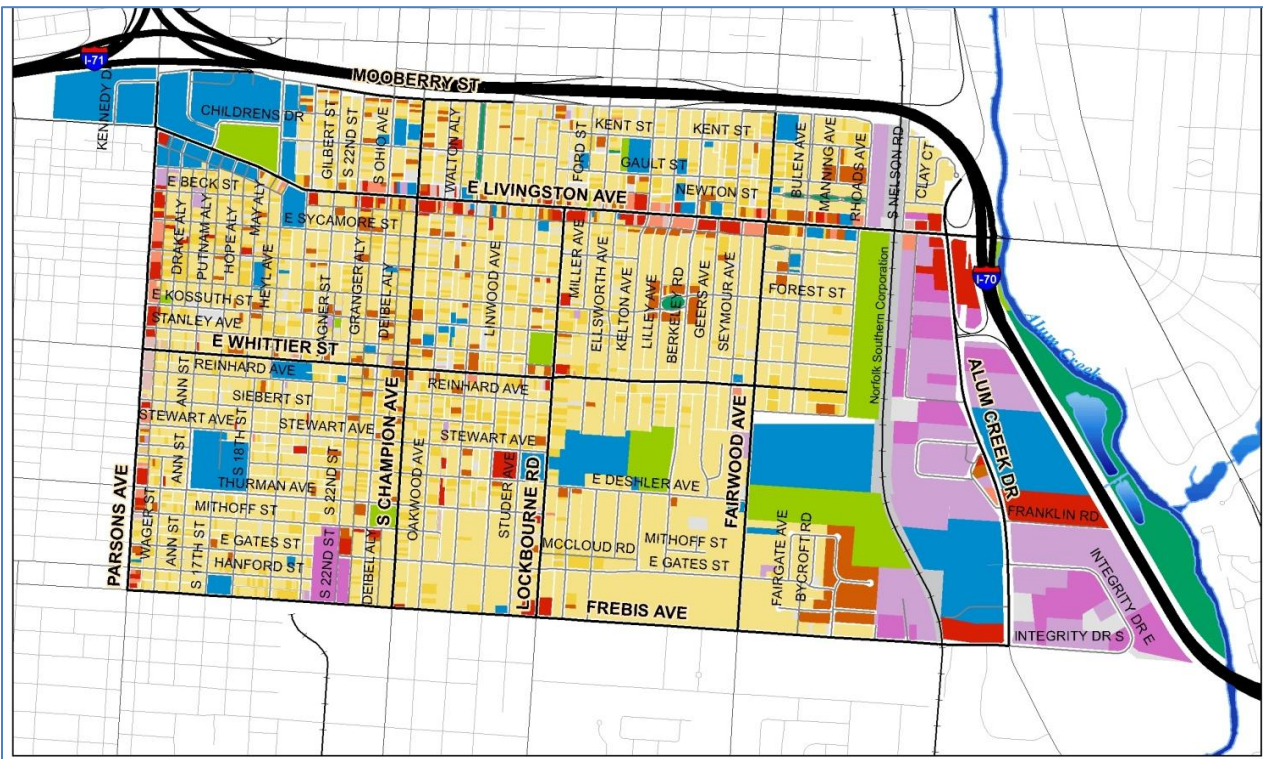
Parsons Avenue and portions of Livingston Avenue also have the Urban Commercial Overlay (UCO) zoning designation. The UCO is a special type of zoning district that establishes additional standards and requirements that apply to properties zoned under an existing, underlying zoning district. These standards and requirements are used to enhance the appearance of the

Chart: Zoning



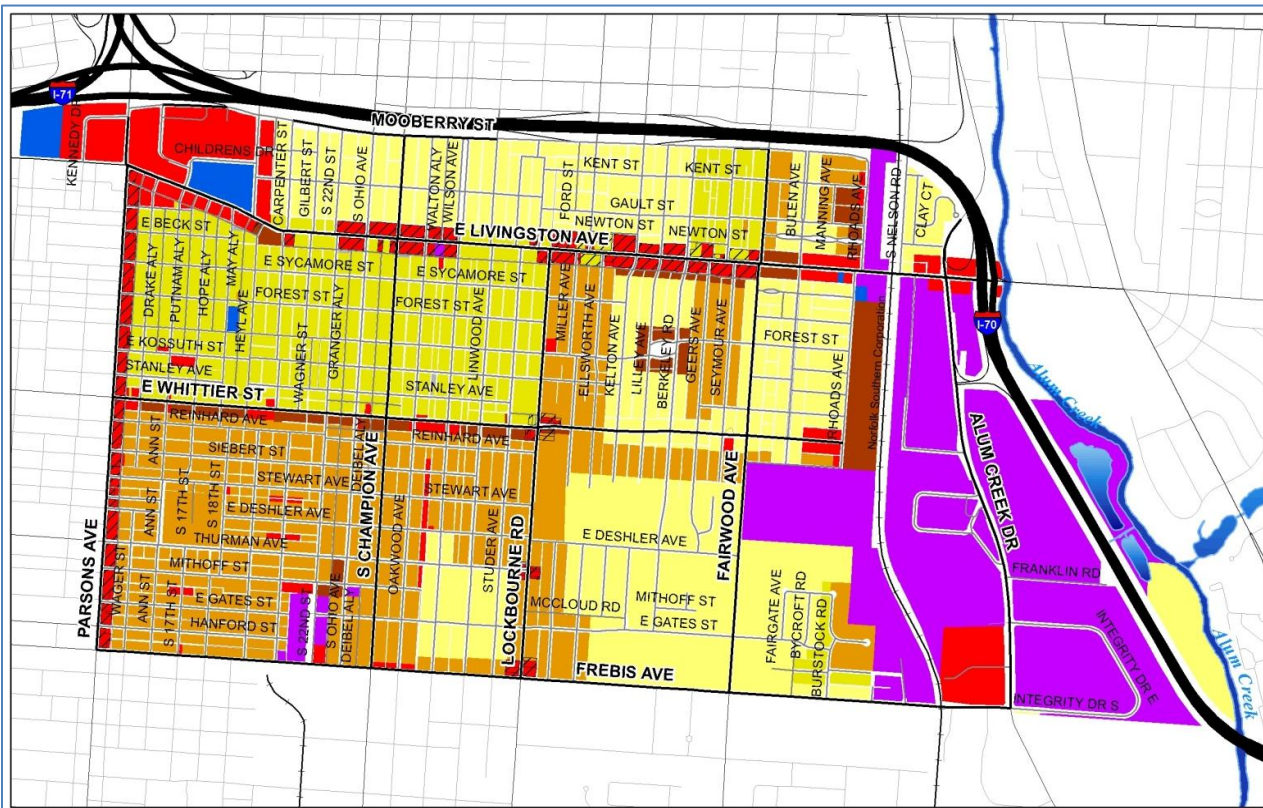
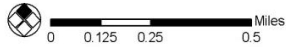
Zoning Category	Acres	Percentage
Residential	945	65%
Manufacturing	313	22%
Commercial	132	9%
Multi-family	47	3%
Institutional	17	1%
Parking	.7	.05%
<b>Total</b>	<b>1,455</b>	<b>100%</b>

commercial corridor. The UCO do not address land use, it focuses on protecting the unique architectural and aesthetic characteristics of older urban commercial corridors and encourages pedestrian-oriented development featuring retail display windows, reduced building setbacks, rear parking lots, and other pedestrian-oriented site design elements.



## Existing Land Use

- |                           |                        |                         |
|---------------------------|------------------------|-------------------------|
| Single Family             | Commercial (Community) | Utilities and Railroads |
| Two-Three Family          | Office                 | Parks & Recreation      |
| Multifamily               | Institutional          | Open Space              |
| Mixed Use (Neighborhood)  | Industrial (Light)     | Vacant                  |
| Commercial (Neighborhood) | Warehouse Flex         |                         |



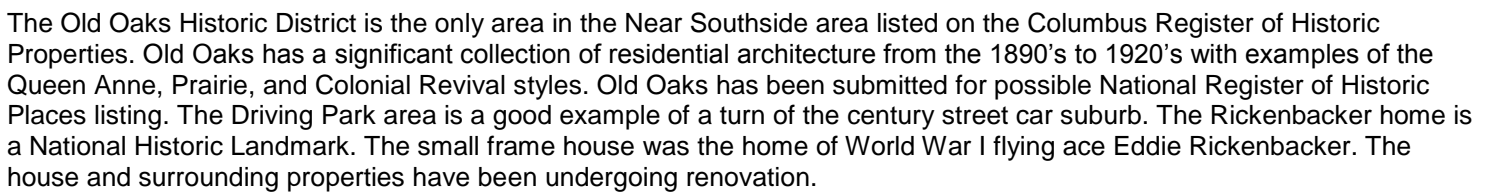
## Zoning

- |                                  |               |                          |
|----------------------------------|---------------|--------------------------|
| 1-Family Residential             | Commercial    | Urban Commercial Overlay |
| 1 and 2-Family Residential       | Institutional |                          |
| 1, 2, 3 and 4-Family Residential | Manufacturing |                          |
| Multi-Family Residential         | Parking       |                          |



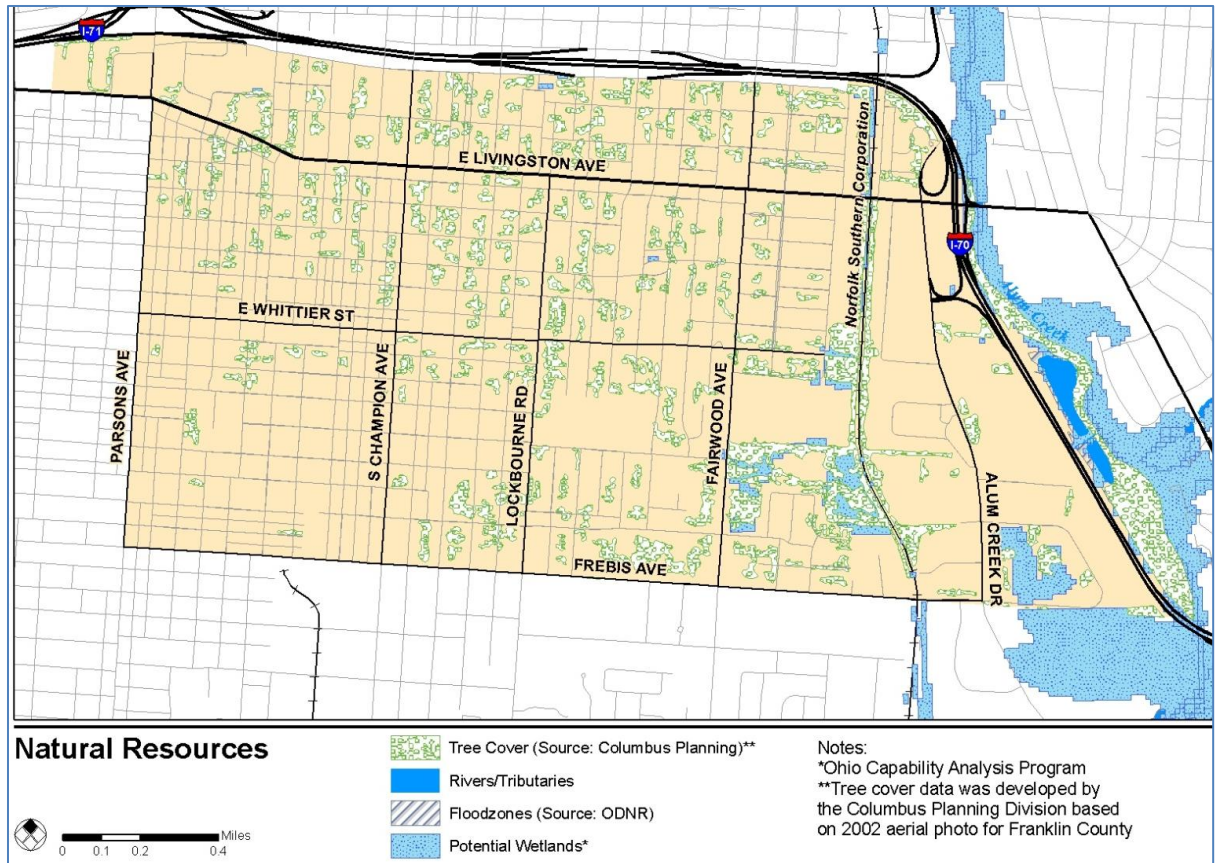
The housing density pattern for the Near Southside is primarily single family residential ranging from approximately four to eight housing units per acre. In residential areas, the lowest housing density is two to four housing units per acre.

All corridors except Livingston Avenue, Parsons Avenue, and Alum Creek Drive are predominately residential corridors. The Livingston Avenue and Parsons Avenue corridors is predominately commercial, office, and multifamily. Alum Creek Drive corridor is surrounded by light industrial uses.



## Natural Environment

The Near Southside has limited natural resources. Alum Creek, the one dominant natural feature, creates the eastern boundary of the planning area. However visual and physical access to this stream is largely blocked by the Norfolk Southern Railroad and Interstate 70. As the area is largely built out tree cover is limited. Floodplains are found along Alum Creek. Several potential wetlands are identified based on the Ohio Capability Analysis Program (OCAP), which has identified conditions that might indicate wetlands along Alum Creek and to the west of the Norfolk Southern Railroad.



## Transportation

### Major Roadways from the Columbus Thoroughfare Plan (1993)

Street	Classification	Description
Mooberry Street	2-1	1 moving lane in each direction (2 moving lanes) and 1 parking lane.
Livingston Avenue	4-2D	2 moving lanes in each direction (4 moving lanes).
Whittier Street	C	1 moving lane, 1 parking lane in each direction (2 moving lanes, 2 parking lanes).
Thurman Avenue	C	1 moving lane in each direction (2 moving lanes) and 1 parking lane.
Parsons Avenue	4-2	1 moving lane, 1 parking/additional moving lane in each direction (4 moving lanes).
Ohio Avenue	2-1	1 way south, single moving lane. 2 parking lanes.
Champion Avenue	2-1	1 way north, single moving lane. 2 parking lanes.
Lockbourne Road	4-2	1 moving lane in each direction (2 moving lanes) and 1 parking lane.
Miller Avenue	2-1	1 way south, single parking lane. 2 parking lanes.
Kelton Avenue	2-1	1 way north, single parking lane. 2 parking lanes.
Fairwood Avenue	C	2 moving lanes in each direction (4 moving lanes) and 1 parking lane.
Alum Creek Road	4-2D	2 moving lanes in each direction (4 moving lanes) and 1 center turn lane.

### Parsons Avenue Corridor Traffic Study

Parsons Avenue between Livingston Avenue and the railroad overpass south of Hosack Street is currently under study for possible changes that will better the overall traffic flow on Parsons. These changes could include improved traffic signals and timing, reconfigured pavement markings, signage and more. The City of Columbus and consultants PB Americas are working with the community on the study and recommendations.

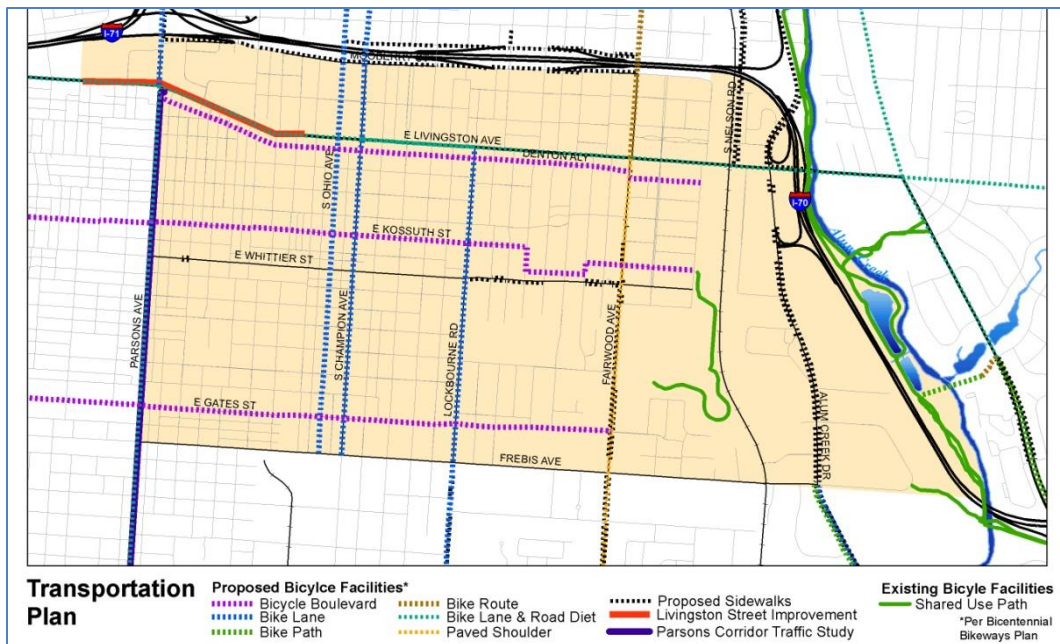
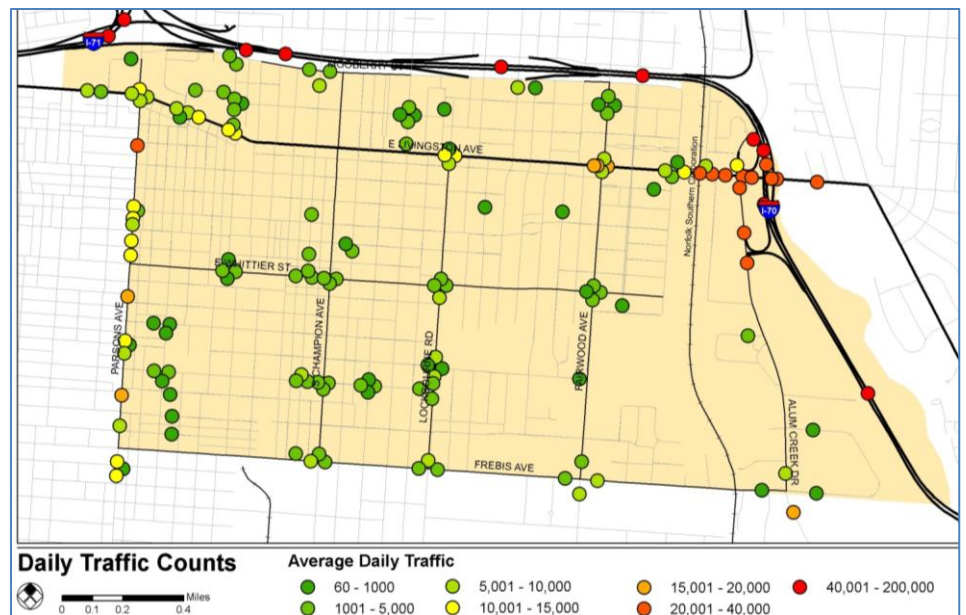
### Parsons-Livingston Streetscape & Gateway Improvements

This project will widen and improve Livingston Avenue from Ninth Street east to Ohio Avenue as well as Parsons Avenue from Jackson Street north to the point approximately 200 feet north of Kennedy Drive. Work includes repaving, construction of left-turn lanes, installation of traffic medians and updated signals, upgraded tree lawns, improved street lighting, utility relocation, sidewalk widening (from 4' to 8') and ADA curb ramps, providing safer pedestrian access and walkability in the zone. Bikeway facilities will include a bike lane.



## Traffic Counts

Traffic volumes in the planning are illustrated in the map to the right. Volumes are expressed as average daily traffic counts (ADT), which means the volumes have been factored to represent traffic for 24 hours where the count was taken.



## Transit

Alternative modes of transportation for the Near Southside are limited to the Central Ohio Transportation Authority (COTA) bus service and taxi service. Five local routes, Route 1-Livingston Avenue, Route 4-Indianola Avenue/Parsons Avenue, Route 7-Neil Avenue/Whittier Street, Route 8 Frebis Avenue/Hamilton Avenue, and Route 11-Oak-Bryden/St. Clair provide transit service to Downtown. Route 81-Hudson-Ohio provides cross-town service to other parts of the town.

## Rail

The Near Southside is crossed by a Norfolk Southern railroad tracks. The Norfolk Southern railroad tracks are centered around the Near Southside's industrial area in the eastern part of the area.



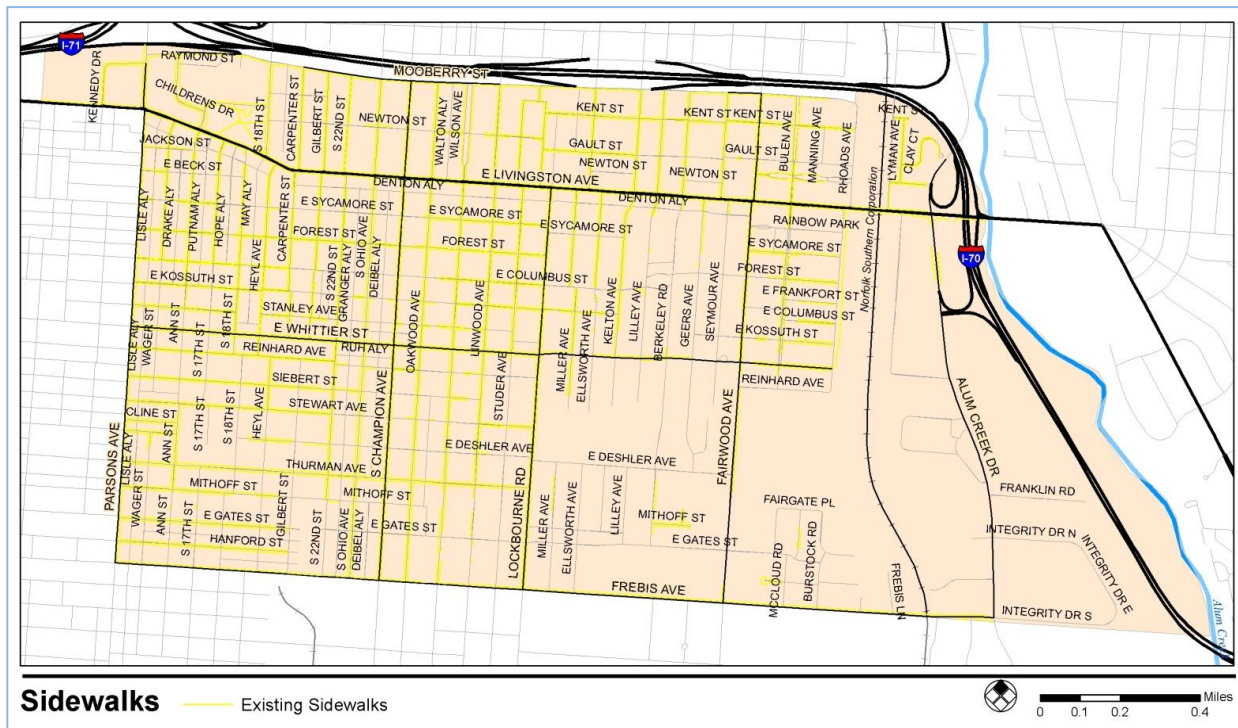


## Sidewalks and Multi-Use Trails

The Near Southside currently contains a multi-use trail along its eastern border. This trail runs parallel to Alum Creek. This is a second small bike connection between Driving and Fairwood parks. A third route is located on Frebis Avenue between Fairwood Avenue and Alum Creek Drive and is classified as a paved shoulder wide curb.

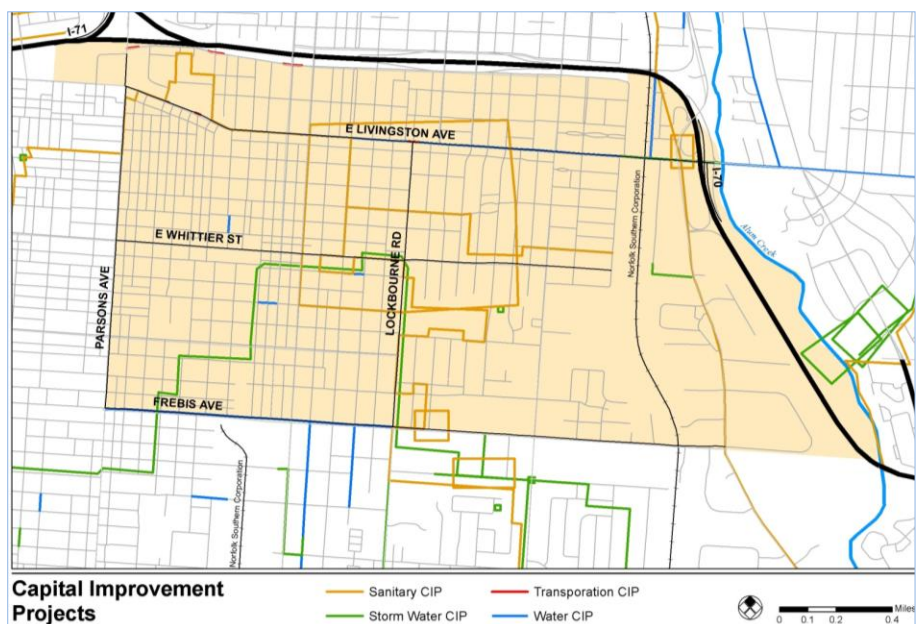
The recently adopted Columbus Bicentennial Bike Plan suggests several routes to be constructed in the Near Southside area. The Columbus Bicentennial Bike Plan recommends bike lanes to be integrated on Lockbourne Road, and Parsons, Champion, Ohio, and Livingston avenues. Bike boulevards are recommended for Denton Alley, and East Gates and Kossuth streets. A paved shoulder upgrade is planned for Fairwood Avenue south of Livingston Avenue. North of Livingston Avenue, signed shared roadway is planned for Fairwood Avenue. Finally, at the southern planning area border, a shared use path is planned to travel south from its origin at the intersection of Frebis Avenue and Alum Creek Drive.

The majority of the northern and southwest portions of the Near Southside's streets have sidewalks, but there are pockets where sidewalks are absent. The southeast Near Southside is largely absent of sidewalks.



## Capital Improvement Program

Several Capital Improvement Projects are designated to alleviate occurrences of water in basements, manhole surface flooding, roadway/yard and structure flooding. Sanitary and sewer lines are separate in the Near South Side area. Sources of stormwater flow into the sanitary sewer include catch basins, driveway drains, yard drains and roof gutters. Improvements to the existing storm sewers can have favorable effects on the sanitary sewer system. The improvements may include new storm sewers, upsizing the existing storm sewers, providing curb and gutter street sections, and providing additional catch basins. Such improvements can eliminate surface ponding of stormwater, which reduces additional water getting into the sanitary sewer.





## Community Facilities and Infrastructure

- **Fire Stations** Columbus Fire Station 15 is located at 1800 East Livingston Avenue.
- **Hospitals** Nationwide Children's Hospital is located in the northwest corner of the Near Southside.
- **Police Substations** The closest police substation, John F. Ward Police Substation, is located one-third of a mile to the north 1250 E. Main Street.
- **Post Offices** The post office is located immediately west of the planning area at 500 E. Whittier Street.
- **Public Libraries** The Driving Park Library Branch is located in the northeastern portion of the planning area. In addition, the Parsons Branch is just west of the planning area at the corner of Columbus Street and Parsons.
- **Neighborhood Health Center** The nearest neighborhood health center is located one-third of a mile away from the planning area border at 1166 East Main Street.
- **Recreation and Park Facilities** There are nine parks within the Near Southside – Roosevelt Park, Deshler Park, Karns Park, Livingston Park, Fairwood Park, Palsgrove Park, Kobacker Park, Martin Park, and Driving Park. A recreation center is located at Driving Park.
- **Senior Centers** The closet senior center is located three-quarters of a mile away at 1100 E Broad Street.
- **Public Schools** There are five public schools in the planning area:
  - Fairwood Alternative Elementary School – 726 Fairwood Avenue
  - Livingston Avenue Elementary School – 744 S. Heyl Avenue
  - Heyl Elementary School – 760 Reinhard Avenue
  - South High School Urban Academy – 1160 Ann Street
  - Deshler Elementary School – 1234 E. Deshler Avenue
- **Urgent Care Facilities** There are no urgent care facilities within one mile of the planning area.

